

## Airworthiness Directive Compliance Record

File ID: **NTPS BEAVER 34**

USARL Research Date: **06/11/2002**

<b>Manufacturer</b>	<b>Model</b>	<b>Part #</b> : DHC 2
Dehavilland Aircraft	BEAVER MK. I	<b>Serial #</b> : 1174

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility    3. Cert. Num. 2. Cert. Type 4. Author. by
53-07-01 01/01/1953	TO PREVENT THE ELEVATOR OUTBOARD HINGE BECOMING LOOSE IN ITS ATTACHMENTS TO TH		Verified AD complied with by inspection of the aircraft. 50 hour repeat inspection not required due to incorporation of specified repair scheme.	Recur	N/A	1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
53-09-02 01/01/1953	TO DETECT SKIN CRACKS ON THE FUSELAGE SIDE PANEL AT FRONT DOOR STEP		Repair scheme specified has not been incorporated that terminates 100 hour interval inspections.	Recur	100 hours from last compliance.	1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
53-10-02 01/01/1953	WING SKIN CRACKS		Verified AD complied with by inspection of the aircraft. 50 hour repeat inspection not required due to incorporation of specified repair scheme.	Recur	N/A	1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
53-11-02 01/01/1953	TO PREVENT CHAFING OF THE ENGINE OIL SUMP BY SECTION ASSEMBLIES		Verified AD not complied with by inspection of accessory firewall. Recommend AD to be complied with at next engine change.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
53-12-02 01/01/1953	TO PREVENT LOSS OF SEALS IN THE FLAP HYDRAULIC HAND PUMP		Inspected installation and verified that handpump is not of the configuration in the AD. Plugs are secured by brackets attached to the pump body.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
53-21-01 01/01/1953	TO REMOVE EXTRA WASHERS, PACKING, ETC., TO THE REAR SPAR WING BOLT		Verified AD complied with by inspection of the aircraft.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

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53-23-02 01/01/1953  ©ATP	TO PREVENT GASOLINE FUMES FROM ACCUMULATING IN THE TANK BAYS BENEATH THE FLOOR  ©ATP		Verified AD complied with by inspection of the aircraft.	Once  ©ATP		1. 2. 3. 4.  Signature:
54-11-01 01/01/1954  ©ATP	Superseded by 90-02-22  ©ATP			Recur  ©ATP		1. 2. 3. 4.  Signature:
54-15-01 01/01/1954  ©ATP	CONTROL CABLE TURNBUCKLE THREADS  ©ATP		Not able to confirm incorporation of the AD: requires disassembly of the aircraft outside the scope of Delivery Order 0001.	Once  ©ATP		1. 2. 3. 4.  Signature:
57-13-02 01/01/1957  ©ATP	Superseded by 74-17-03  ©ATP			Once  ©ATP		1. 2. 3. 4.  Signature:
63-16-02 01/01/1963  ©ATP	Superseded by 80-24-02  ©ATP			Once  ©ATP		1. 2. 3. 4.  Signature:
64-09-03 05/22/1964  ©ATP	TO DETECT CRACKS AND CORROSION ON THE AILERON MASS BALANCE WEIGHT ARM  ©ATP		Not able to confirm incorporation of the AD: requires paint removal/repaint outside the scope of Delivery Order 0001.	Recur  ©ATP	500 hours from last compliance.	1. 2. 3. 4.  Signature:

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<b>64-14-02</b> <b>07/24/1964</b>	TO PREVENT FAILURE OF THE ELEVATOR TRIM TAB END BLOCKS WHICH COULD LEAD TO RES		Verified AD complied with by inspection of the aircraft. Red fiber blocks have been replaced with material in AD, 500 hour repeat inspection terminated.	Recur	N/A	1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>65-25-02</b> <b>01/01/1965</b>	Superseded by 71-22-01			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>66-17-02</b> <b>07/22/1966</b>	TO DETECT CRACKS IN THE WING RIBS		Verified AD complied with by inspection of the aircraft. MOD 2/1497 incorporated, 500 hour repeat inspection terminated.	Recur	N/A, MOD 2/1497	1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>71-22-01</b> <b>11/14/1971</b>	Superseded by 84-20-07			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>73-25-05</b> <b>12/14/1973</b>	TO PREVENT HAZARDS IN FLIGHT ASSOCIATED WITH FIN REAR SPAR ATTACHMENT BOLTS AN		Inspected aircraft, configured as landplane. Landplane or skiplanes to comply with Para. 3, one time only.	Recur	N/A, 300 hours if operated on floats.	1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>74-17-03</b> <b>08/12/1974</b>	TO PREVENT CARBON MONOXIDE FROM ENTERING THE AIRPLANE CABIN		Unable to confirm, AD is for airplanes using an engine exhaust cabin heater system, none installed at time of inspection.	Recur	110 hours from last compliance.	1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

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Dehavilland Aircraft	BEAVER MK. I	<b>Serial # : 1174</b>

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility    3. Cert. Num. 2. Cert. Type 4. Author. by
<b>76-14-02</b> <b>07/12/1976</b>  ©ATP	VARIOUS MODIFICATIONS  ©ATP		Inspected, found Paras 1, 6, 7 and 8 complied with. Paras 2, 3, 4, 5, 9, 10 and 11 not applicable due to model, S/N or aircraft configuration.	Recur  ©ATP	N/A, only Para 9 has repeat inspection.	1. 2. 3. 4.  Signature:
<b>80-24-02</b> <b>11/20/1980</b>  ©ATP	TO PRECLUDE WING/AILERON FLUTTER DUE TO CRACKS AND LOOSE RIVETS IN THE AILERON  ©ATP		Para. (b) found complied with. Para. (c) cable tensions OK, aileron balance outside the scope of Delivery Order 0001. Para. (a) 600 hour inspection N/A	Recur  ©ATP	Para. (b) one time only.	1. 2. 3. 4.  Signature:
<b>81-13-01</b> <b>06/18/1981</b>  ©ATP	ELEVATOR BUTT RIBS INSPECTION FOR CRACKS  ©ATP		Not able to confirm incorporation of the AD: requires disassembly of the aircraft outside the scope of Delivery Order 0001.	Recur  ©ATP	400 hours from last compliance.	1. 2. 3. 4.  Signature:
<b>83-05-03</b> <b>03/07/1983</b>  ©ATP	Superseded by 84-20-07  ©ATP			Recur  ©ATP		1. 2. 3. 4.  Signature:
<b>84-07-05</b> <b>04/18/1984</b>  ©ATP	TO PREVENT FAILURE OF CENTER HINGE/BALANCE ARM BRACKETS  ©ATP		Found MOD 2/1536 machined brackets installed IAW Para. (d). MOD 2/1536 terminates 500 hour repeat inspections.	Recur  ©ATP	N/A, MOD 2/1536	1. 2. 3. 4.  Signature:
<b>84-09-06</b> <b>05/10/1984</b>  ©ATP	TO PREVENT THE FAILURE OF THE HORIZONTAL TORQUE TUBE AT THE BASE OF THE CONTRO  ©ATP		Inspected aircraft IAW AD, no cracks observed.	Recur  ©ATP	200 hours from last compliance	1. 2. 3. 4.  Signature:

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Dehavilland Aircraft	BEAVER MK. I	<b>Serial #</b> : 1174

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility    3. Cert. Num. 2. Cert. Type 4. Author. by
<b>84-20-07</b> <b>10/12/1984</b>	TO PREVENT FAILURE OF THE WING LIFT STRUT		Verified AD complied with by inspection of the aircraft, wing strut P/Ns C2W1103 and C2W1104 installed . 500 hour inspections N/A due to P/Ns installed	Recur	N/A, P/Ns C2W1103, C2W1104 installed.	1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>87-01-04</b> <b>01/21/1987</b>	Superseded by 88-08-02			Recur		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>88-08-02</b> <b>05/11/1988</b>	TO DETECT CRACKS DUE TO STRESS CORROSION IN WING LIFT STRUT ASSEMBLIES		Not able to confirm incorporation of the AD: requires disassembly of the aircraft outside the scope of Delivery Order 0001.	Recur	500 hrs or 12 months, whichever occurs first.	1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>90-02-22</b> <b>02/13/1990</b>	TO ENSURE THE STRUCTURAL INTEGRITY OF THE HORIZONTAL TAILPLANE TO FUSELAGE FRO		Found MOD 2/1338 brackets installed IAW Para. (2). MOD 2/1338 terminates 1000 hour repeat inspections.	Recur	N/A, MOD 2/1338	1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>92-24-02</b> <b>12/15/1992</b>	TO PREVENT HORIZONTAL STABILIZER FRONT CENTER SPAR FAILURE, WHICH COULD LEAD T		Not able to confirm incorporation of the AD: requires disassembly of the aircraft outside the scope of Delivery Order 0001.	Recur	24 months from last compliance.	1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>99-15-07</b> <b>09/10/1999</b>	TO DETECT & CORRECT CRACKING OF THE REAR FUSLAGE BULKHEAD AT STATION 228, WHIC		Inspected aircraft IAW AD, no cracks observed.	Recur	2000 hours or 5 years, whichever occurs first.	1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

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USARL Research Date: **06/11/2002**

<b>Manufacturer</b>	<b>Model</b>	<b>Part # :</b>
Pratt & Whitney	AN-14B	<b>Serial # :</b> 21185

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility    3. Cert. Num. 2. Cert. Type 4. Author. by
<b>56-06-02</b> <b>03/01/1956</b>	CYLINDER AND STUD FAILURES		Inspected engine, no loose studs or nuts observed.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>56-26-03</b> <b>01/01/1956</b>	Superseded by 57-05-04			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>57-05-04</b> <b>01/01/1957</b>	CRANKSHAFT CRACKING		Compliance required at engine overhaul, outside the scope of Delivery Order 0001.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>62-11-05</b> <b>01/01/1962</b>	Superseded by 66-14-04			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>65-07-02</b> <b>01/01/1965</b>	Superseded by 68-09-01			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>66-14-04</b> <b>07/09/1966</b>	TO PREVENT FAILURE OF THE CAM REDUCTION DRIVE GEAR ASSEMBLY AND RESULTANT LOSS		Compliance required at engine overhaul, outside the scope of Delivery Order 0001.	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	

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<b>Manufacturer</b>	<b>Model</b>	<b>Part # :</b>
Pratt & Whitney	AN-14B	<b>Serial # :</b> 21185

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility    3. Cert. Num. 2. Cert. Type 4. Author. by
<b>68-09-01</b> <b>01/17/1973</b>	TO PREVENT FURTHER PROPELLER BLADE FAILURES AS THE RESULT OF EXCESSIVE WEAR OF		Compliance required at engine overhaul, outside the scope of Delivery Order 0001.	Recur	1600 hours from last overhaul.	1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>70-10-02</b> <b>06/09/1970</b>	TO PREVENT ENGINE POWER LOSS AS THE RESULT OF FAILURE OF THE GEROTOR PUMP DRIV		Applicable only to engines with STC No. SE1-391Simmonds Precision Part No. 580047, fuel injection installed. N/A, this engine is carbureted.	Recur	N/A	1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>76-20-01</b> <b>01/01/1976</b>	Superseded by 78-08-07			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>78-08-07</b> <b>05/02/1978</b>	TO PREVENT CYLINDER HEAD SEPARATION FROM THE BARREL		Visually inspected engine cylinders, no cracks or leaks noted. Inspection interval 100 hours if not ultrasonically inspected at overhaul	Recur	100 hours from last compliance.	1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
						1. 2. 3. 4.
					Signature:	
						1. 2. 3. 4.
					Signature:	

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<b>Manufacturer</b>	<b>Model</b>	<b>Part # :</b>
Hamilton Standard	23D30	<b>Serial # :</b> N644154

AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility    3. Cert. Num. 2. Cert. Type 4. Author. by
<b>56-22-01</b> <b>07/01/1957</b>  ©ATP	ALUMINUM ALLOY PROPELLER  ©ATP		Inspected propeller, no de-icing equipment installed that may have been applied using EC 776. AD N/A this propeller.	Once  ©ATP		1. 2. 3. 4.  Signature:
<b>57-13-05</b> <b>01/01/1957</b>  ©ATP	TO MINIMIZE THE POSSIBILITY OF ADDITIONAL BLADE FAILURES  ©ATP		Inspected propeller, found counterweights installed. AD applicable to non-counterweight (Hydromatic) propellers. AD N/A this propeller.	Once  ©ATP		1. 2. 3. 4.  Signature:
<b>58-22-01</b> <b>01/01/1959</b>  ©ATP	TO DETECT AND EVALUATE INSTANCES OF UNRECOGNIZED BLADE  ©ATP		Compliance required at propeller overhaul, outside the scope of Delivery Order 0001.	Recur  ©ATP	At next propeller overhaul.	1. 2. 3. 4.  Signature:
<b>59-17-03</b> <b>01/01/1959</b>  ©ATP	Superseded by 64-03-03  ©ATP			Once  ©ATP		1. 2. 3. 4.  Signature:
<b>64-03-03</b> <b>03/01/1964</b>  ©ATP	ALUMINUM-ALLOY PROPELLER BLADE  ©ATP		Inspected propeller blades, no evidence of blade impact, no evidence available to suspect blade impact.	Once  ©ATP	At known or suspected blade impact.	1. 2. 3. 4.  Signature:
						1. 2. 3. 4.  Signature:

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<b>Manufacturer</b> Hamilton Standard	<b>Appliance Category</b> Governors	<b>Model</b> ALL GOVERNORS		<b>Part # :</b> <b>Serial # :</b>		
<b>56-02-02</b> <b>01/01/1956</b>	Superseded by 56-20-06			Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
<b>56-20-06</b> <b>01/01/1956</b>	SUBSEQUENT TO OCT. 15, 1956, NO HAMILTON STANDARD GOVERNOR DRIVE GEAR SHAFTS P		Applies to all Hamilton Standard governors installed on Wright TC18DA and TC18EA Series Engines. AD N/A this engine installation	Once		1. 2. 3. 4.
©ATP	©ATP			©ATP	Signature:	
						1. 2. 3. 4.
					Signature:	
						1. 2. 3. 4.
					Signature:	
						1. 2. 3. 4.
					Signature:	